

Section 6

IMPLEMENTATION PLAN

For any planning document to be effective, clear steps and actions must be proposed to implement the plan recommendations. This chapter of the Normandale Lake District Plan (NLDP) summarizes the key recommendations described in the *Development Framework* (Section 5) and outlines an implementation phasing and financing strategy.

This plan has a long-term focus with a 20-year planning horizon. While several of the plan recommendations are intended to be implemented in the near future, others will not be implemented for 10 years or more. A phasing plan has been developed to organize the recommended tasks into short, mid-term, and long-term time frames.

6.1 Summary of Plan Recommendations

The recommendations described in the Development Framework (Section 5) are summarized in **Table 6.1**, below. The anticipated time frame for implementation has been identified for each action. Likewise, the lead agency and partners responsible for implementing each task are also identified.

Table 6.1 Proposed Public Improvements in the District

Action/Task	Timing	Responsibility
Road Improvements		
Widen W. 83rd St.	2008-2010	Public Works Staff
Install access restriction on Norman Center Drive (between W. 83rd and W. 84th St.).	2008-2010	Public Works Staff
Install signal at American Blvd. and Norman Center Drive.	2008-2010	Public Works Staff
Install signal at W. 83rd St. and Normandale Lake Blvd.	2008-2010	Public Works Staff
Modify curve at W. 82nd St. and Stanley Road.	2008-2010	Public Works Staff
Add right turn lane (south-bound) and signal modification on Stanley Ave. and W. 84th St.	2008-2010	Public Works Staff
Apply for grants.	2009	Public Works Staff
Reconstruct intersection of W. 84th St. and Normandale Blvd.	2011-2014 (Assumes receipt of federal grant)	Public Works Staff



The west side of Normandale Lake District continues to develop as a premier Class-A office park.



The Normandale Lake Water Quality Improvement Project includes temporary drawdown to eradicate curly leaf pondweed to reduce phosphorus loading to improve water quality.

Table 6.1 (continued) Proposed Public Improvements in the District

Action/Task	Timing	Responsibility
Pedestrian Bridge		
Design and construct pedestrian bridge.	2011-2014 (Assumes receipt of federal grant)	Public Works Staff
Work with MnDOT to integrate east ramp approach into berm around Goldman Pond.	Begin 2008	Public Works and Planning Staff
Work with Three Rivers Park District to integrate west ramp with park trails.	Begin 2008	Public Works, Parks, and Planning Staff
Sewer Improvements		
Work with MCES and Edina to address capacity constraints in 3-BN-499 interceptor.	Ongoing	Public Works and Planning Staff
MCES interceptor improvements.	To be determined by Met Council	MCES
Improvements to City's water and sanitary sewer systems.	As needed in conjunction with new development	Public Works Staff
Stormwater Management		
Water quality and storm sewer infrastructure improvements as needed to meet the City's <i>Comprehensive Surface Water Management Plan</i> goals, NPDES MS4 permit requirements or TMDL implementation plan requirements.	Ongoing	Public Works Staff
Normandale Lake Water Quality Improvement Project, includes temporary drawdown to eradicate curly leaf pondweed to reduce phosphorus loading to improve water quality.	2009-2011	Public Works Staff, Nine-Mile Creek Watershed District
Update City's <i>Comprehensive Surface Water Management Plan</i> to include low-impact design (LID) techniques and criteria for regional water quality projects.	In conjunction with next update of CSWMP	Public Works Staff

Table 6.1 (continued) Proposed Public Improvements in the District

Action/Task	Timing	Responsibility
Trails		
Work with MnDOT to develop a plan for trails around Goldman Pond connecting to creek underpass tunnel.	Begin 2008; ongoing	Public Works, Parks, Planning Staff; MnDOT, Three Rivers Park District (TRPD)
Improve sidewalk/trail on American Blvd. bridge.	2013+ (With bridge reconstruction)	Public Works and Planning Staff
Remove sidewalks on 84th St. at Normandale Blvd.	2014	Public Works Staff
Streetscape Enhancements		
<i>Design and construct (short term):</i> Plant boulevard trees, install decorative lighting, update adjacent sidewalks, install planted medians (Tier 2 streets only).	2008-2010	Public Works, Parks, Planning Staff
<i>Design and construct (mid-term):</i> Plant boulevard trees, install decorative lighting, update adjacent sidewalks, install planted medians (Tier 1 streets only).	2011-2013	Public Works, Parks, Planning Staff
Wayfinding Signs		
Coordinate sign design with TRPD, MnDOT and Hennepin County.	2008; Ongoing	Planning, Public Works, Parks Staff; MnDOT, HCPW, TRPD Staff
Design wayfinding signs, District "street" signs, and prepare implementation program.	2008; Ongoing	Planning, Public Works, Parks Staff; MnDOT, HCPW, TRPD Staff
Fabricate and install wayfinding signs.	2009-2013	



Unified streetscaping can create a distinctive character in the District.



Way finding signs will orient and direct visitors to their destinations.



Metro Transit will work with the City to improve access and efficiency of transit service in the District.

Table 6.1 (continued) Proposed Public Improvements in the District

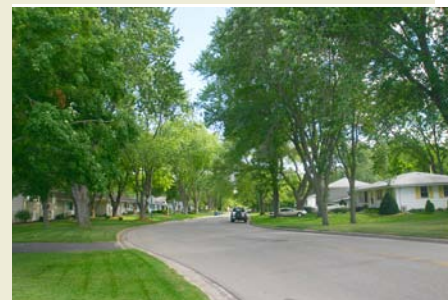
Action/Task	Timing	Responsibility
Transit Enhancements		
Work with Metro Transit to modify routes serving the District to improve access and efficiency.	2008	Planning, Public Works Staff, Metro Transit
Expand AM and PM “reverse commute” trips between downtown Minneapolis and the Normandale Lake Office Park.	2008	Metro Transit
Enhance design of existing bus stops. Coordinate with streetscape enhancements.	2008-2013	Planning, Public Works Staff, Metro Transit
Design and construct an enhanced transit stop to serve the east side of the District.	2013+ (in conjunction with redevelopment)	Planning, Public Works Staff, Metro Transit
Work with Metro Transit to improve east-west transit service along American Boulevard.	Ongoing	Planning, Public Works Staff, Metro Transit
Land Use and Zoning		
Amend <i>Comprehensive Guide Plan</i> .	2008	Planning Staff
Amend zoning.	2008 - 2009	Planning Staff
Develop and adopt District urban design guidelines.	2009-2010	Planning Staff
Redevelopment		
Working with property owners to address redevelopment issues (lot consolidation, etc.).	Ongoing as needs arise	Planning, HRA Staff

There are a number of public improvements proposed in the area immediately surrounding the District that contribute to the future development and character of the District. These are listed below in **Table 6.2**.

Table 6.2 Proposed Public Improvements Outside the District

Action/Task	Timing	Responsibility
Construct median in Normandale Blvd. between Nine Mile Creek and 94th St. to create protected turn lanes.	2013+ (Depends on receipt of grant funding)	Public Works, Hennepin County
Identify traffic management measures for residential area south of W. 84th St., east of Stanley Ave.	2008 (Outcome of <i>Poplar Bridge Neighborhood Traffic Study</i>)	Public Works
Install traffic calming measures in neighborhood south of W. 84th St., east of Stanley Ave.	Varies (Per recommendation of <i>Poplar Bridge Neighborhood Traffic Study</i>)	Public Works
Construct access ramp to westbound I-494 at Bush Lake Road	2030+ (Depends on State funding)	MnDOT
Remove house on Sharrett property (north side of Normandale Lake)	2008	Public Works and Parks
Miscellaneous path improvement and maintenance in Normandale Lake Park	Ongoing	Public Works and Parks
Design and install kiosks and identification signs in Normandale Lake Park.	2008, Ongoing	Planning, Public Works, Parks Staff; TRPD Staff

Source: Bloomington Planning Division.



Addressing neighborhood cut-through traffic is the subject of the *Poplar Bridge Neighborhood Traffic Study*.

6.2 Phasing Plan

Implementation of the plan recommendations is expected to occur in four phases. Most of the physical improvements will occur within the public right-of-way and are scheduled to be implemented in conjunction with road construction projects. **Figure 6.1**, next page, illustrates the anticipated time frames for construction of physical improvements within the District

context. The short and mid-term phases correspond to the schedule of street improvements associated with reconstruction of the West 84th Street and Normandale Boulevard intersection.

Short Term (2008-2010)

This first phase, shown in green, includes improvements anticipated to be constructed in 2008 and 2009,



Short term improvements also include sidewalks, trails and boulevard trees.

mostly related to reconstruction of local streets in the District. Short term improvements also include: sidewalks/trails, boulevard trees, lighting and a limited number of wayfinding signs. Key tasks not related to construction of public improvements that will be completed during this phase include recommended amendments to the Land Use Guide Plan and corresponding zoning changes.

Mid Term (2011-2013)

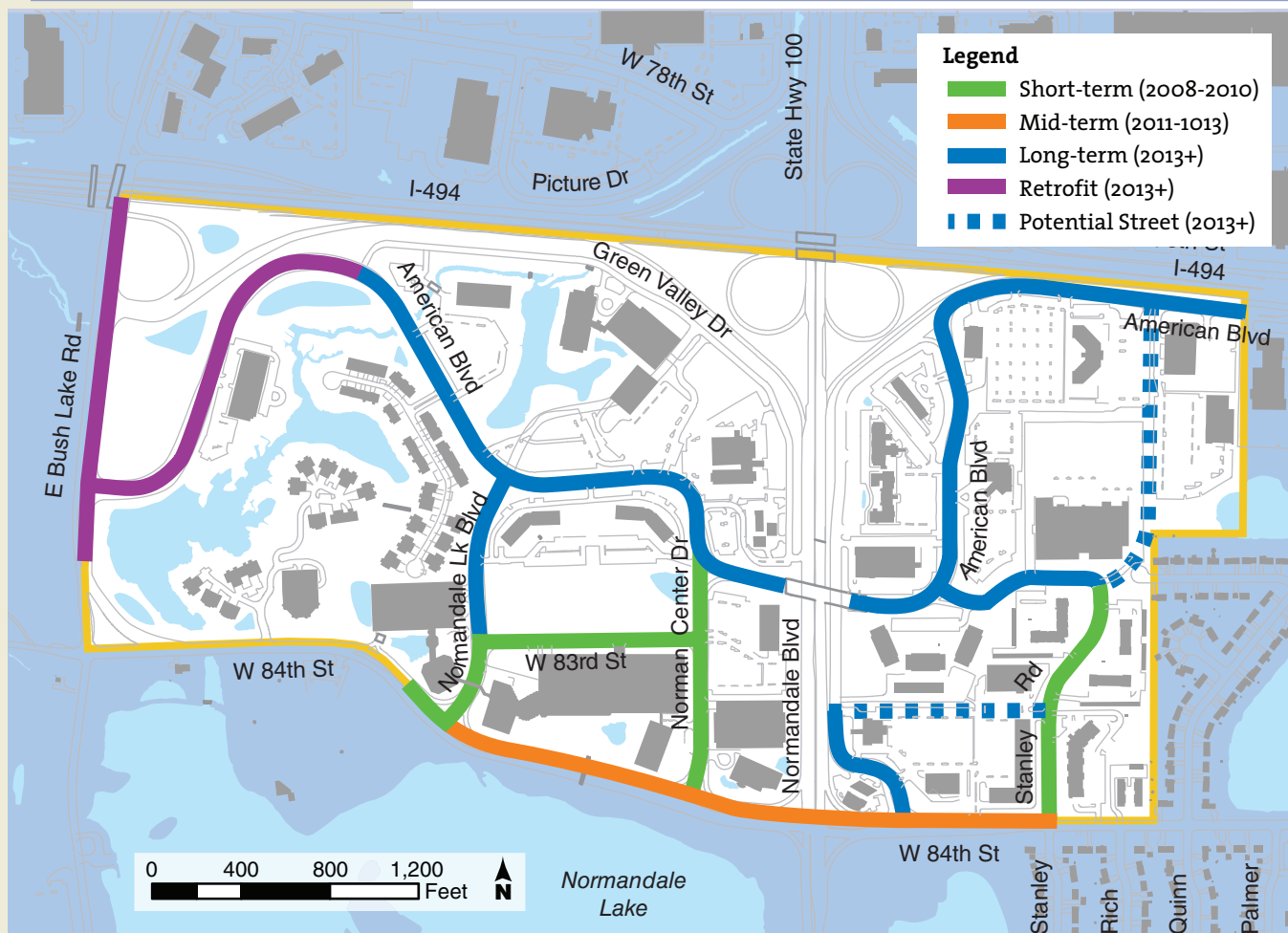
This phase, shown in orange, focuses on 84th Street and the reconstruction of the W. 84th Street/ Normandale Boulevard intersection. Construction

during this phase is anticipated to begin in 2013. Mid-term improvements also include: sidewalks/trails, boulevard trees, lighting and completion of the wayfinding sign system.

Long Term (2013+)

Public improvements in these areas, shown in blue, would occur with reconstruction of these road segments, which is not expected to occur until after 2013. Resources for these improvements are not included in the proposed financing strategy but will be identified in relation to future road improvement projects.

Figure 6.1 Phasing of Public Improvements



Source: Bloomington Engineering Division.

Retrofit (2013+)

Public improvements in these areas, shown in purple, are also not expected to occur until after 2013, perhaps even after the long term improvements are completed. Implementation of streetscape

improvements will occur when these road segments require major repair or reconstruction. Given that most of these road segments were constructed relatively recently, they are not expected to require major repairs for at least 15 years.

6.3 Funding Scenario

The financing strategy developed for implementation of the improvements proposed in the Development Framework (Section 5) focuses on the short and mid-term phases described above. It is based on an anticipated receipt of grant funds in 2009 and 2013 that would facilitate construction of road improvements needed to improve traffic flow through the intersection of West 84th Street and Normandale Boulevard and proposed urban design enhancements intended to be installed in conjunction with road reconstruction.

The funding strategy for these short and mid-term public improvements includes costs for street, right-of-way, bicycle and pedestrian facilities, signs, and lighting improvements. A total cost for improvements through 2014 is \$41.2 million (inflated to the proposed year of construction), which includes \$3 million reserved for project contingency. **Table 6.3**, next page, shows the project budgets associated with the proposed traffic and urban design enhancements.

While funding for implementation of the long term and retrofit improvements is not currently identified, future implementation is

critical to achieve a complete, visually cohesive system of streetscape, signs and plantings to convey a strong District identity. Funding for the long term and “retrofit” phases will be identified with approval of these construction projects, likely through the City’s capital improvement budget process.

Funding Sources

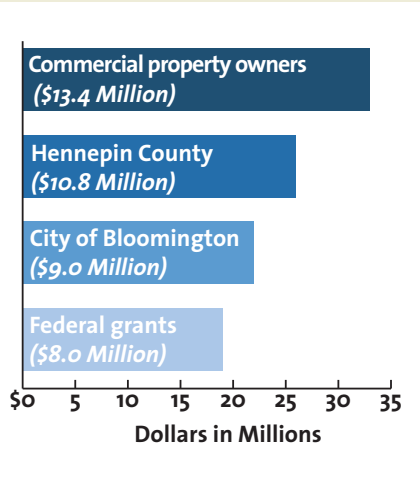
Springsted Inc., the City’s financial consultant, prepared a comprehensive cash flow funding model for the proposed public improvements. Four separate funding sources are anticipated to pay for the improvements. If any of these funding sources are delayed or unavailable, the projects may need to be modified or delayed so that the resources will be commensurate with the project’s cost. If funding becomes available earlier, the project schedule could advance.

Federal Grant

The City intends to apply for Federal Grant funding in the 2009 round of SAFETEA-LU funding. The intended amount of grant application is \$1.0 million for the pedestrian bridge over Normandale Boulevard and \$7.0

The financing strategy for implementation reflects a partnership between public and private entities.

Figure 6.2
Key Funding Sources



The above funding contributions by percentages are:

- Commercial property owners 33 percent
- Hennepin County 26 percent
- City of Bloomington 22 percent
- Federal grants 19 percent

Table 6.3 Projected Budgets (in Millions)

Project Element	Total Construction Cost (at year of Construction)	Federal Grant	Hennepin County	City of Bloomington		Total Local Contribution
				Abatement of City Tax on New Development	Commercial Property Assessment	
84th and Normandale						
Design and Construction	\$ 18.6	\$ 7.0	\$5.8	\$1.2	\$4.6	\$5.8
Right-of-way	\$ 7.0		\$3.5	\$1.1	\$2.4	\$3.5
Ped/bike bridge	\$ 4.0	\$ 1.0	\$1.5	\$1.5		\$1.5
Interior Streets	\$ 3.0				\$3.0	\$3.0
Urban Design	\$ 5.6			\$ 4.0	\$1.6	\$5.6
Contingency	\$3.0			\$1.2	\$1.8	\$3.0
TOTAL	\$ 41.2	\$ 8.0	\$10.8	\$9.0	\$13.4	\$22.4
Percent Share	100%	19%	26%	22%	33%	55%

Note: Amounts expressed in dollars inflated to the appropriate year of construction (2009 or 2013)

In 2001, the City Council established a policy that additional office development could not be approved in the District until traffic improvements were constructed.



million for the intersection improvements at West 84th and Normandale. If the grant is not approved in the application year, construction may be delayed until a grant is approved.

Hennepin County

Normandale Boulevard is a County Road. The City has requested that Hennepin County pay 50 percent of the design, construction and right-of-way cost for the 84th and Normandale intersection and pedestrian/bicycle bridge. Hennepin County has made a preliminary commitment to participate in project funding of \$10.8 million.

Commercial Property Owners

The primary reason for the proposed improvements is to accommodate peak hour trips from office, hotel and

retail uses in the District. The office owners and developers in the northwest quadrant of West 84th and Normandale have entered into assessment agreements with the City based on the proposed public improvement plan and funding scenario. The projected revenues from these assessments will fund approximately \$13.4 million in project costs. In the assessment agreements with office owners, the City has agreed to use its best efforts to reach assessment agreements with hotels and retail uses in proportion to the benefit they receive from street and intersection improvements.

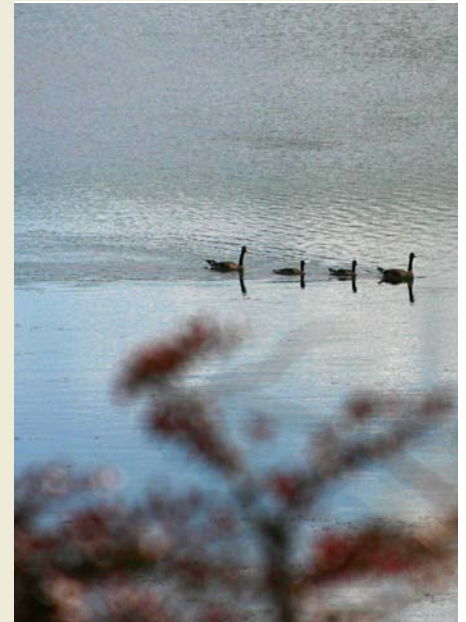
City of Bloomington

In 2001, the City Council established a policy that additional office development could not be approved in the District until traffic

improvements were constructed. The City has committed to use its property tax abatement authority for new development occurring in the district between 2008 and 2028 because unless the street improvements were funded, the buildings could not be constructed and the property tax revenues from them would be unavailable to the City. The 5600 American Boulevard and 8200 Norman Center Drive office buildings were the first developments where the tax abatement was applied. Following procedures in State law, the City invited the School District to participate in the tax abatement funding. The School District declined; therefore the City can use abated taxes for up to 20 years to pay for the improvements. Revenue from the abatements will fund about \$9.0 million of the project costs.

Reducing Total Project Costs

About \$5 million of the total estimated project cost is for purchasing land to replace parkland that will be required for future right-of-way. Since these properties were acquired using Federal funds, Federal law requires that replacement park property be provided elsewhere. The City intends to obtain credit from land it will purchase with other funding sources to add to the City park holdings. To the extent that the City obtains approval from MnDOT and the MnDNR for this credit, it will reduce the amount budgeted for right-of-way replacement and therefore the amount of project funding the City and County need to provide.



About \$5 million of the total estimated project cost is for purchasing land to replace parkland that will be required for future right-of-way.

